

Please add the following new claims:

- 8. (New) A method of controlling an engine, comprising the steps of:
determining, on the basis of a first variable which characterizes an injection quantity and a second variable which characterizes an angular position at which the injection quantity is metered, a third variable which characterizes a torque supplied by the engine;
determining, on the basis of a fourth variable which characterizes an intent of a driver, a fifth variable which characterizes a torque desired by the driver; and
analyzing the third variable and the fifth variable for the purpose of fault monitoring.
9. (New) The method according to claim 8, wherein:
the first variable corresponds to an actuation duration of an output stage of one of a solenoid valve and a piezoactuator.
10. (New) The method according to claim 9, wherein:
the angular position is that of a crankshaft; and
the second variable corresponds to the angular position of the crankshaft at which the injection occurs.
11. (New) The method according to claim 8, wherein:
the fourth variable corresponds to a position of an operating element.
12. (New) The method according to claim 8, further comprising the step of:
detecting a fault when the third variable and the fifth variable differ by more than a threshold value.
13. (New) The method according to claim 8, wherein:
the fault monitoring takes place only in certain operating states.